

Illinois Aviation

Volume #66, Issue #4

SUPER SAFETY SEMINAR JOINS ULTRALIGHT AND LIGHT SPORT SAFETY SEMINAR

Since 1954, the Division of Aeronautics (then the Department of Aeronautics) has sponsored a number of safety and training seminars for our aviation community. We have combined the Super Safety Seminar with the Ultralight and Light Sport Safety Seminar to provide a program that encompasses the safety needs of recreational flyers. Seminar topics will include subjects of interest to a wider range of pilots, encouraging them to explore different aspects of flight and to have a better understanding of the mix of aircraft found at their local airport.

Once again we are offering a number of seminars over the winter months to keep you current even when you are not flying. For more information on any of these seminars, complete schedules and to register for WINGS credit, please log on to www.faasafety.gov. The events will be posted beginning in mid-December for registration. A complete schedule will also be posted on the Division of Aeronautics website www.idot.illinois.gov/about-idot/stay-connected/events/index.

CHICAGO AVIATION EXPO - IFR/VFR and Companions Program, Saturday, January 31, 2015. Seminar topics will include a variety of IFR and VFR subjects and will offer WINGS credit for the Basic Knowledge tasks. Separate sessions will be held for instrument rated and non-instrument rated pilots, so attendees can choose which topics are of interest to them. A program for companions will be offered, providing non-pilots with an opportunity to learn more about flight. The Companions seminar will be held in the private dining room of the Holiday Inn Itasca, and will include sessions on "Why Does It Fly" and "Planning a Cross-Country Flight."

Schedule:

Registration and refreshments	08:00 - 08:45
Opening Remarks in the IFR Room	08:45 - 09:15
Morning Seminars	09:15 - 12:05
Lunch Break	12:05 - 13:30
Afternoon Seminars	13:30 - 15:30

Location: Holiday Inn Itasca, 860 W. Irving Park Road, Itasca, Illinois.

Parking: The Holiday Inn has a large parking lot. The overflow parking area is the Anacomp lot immediately to the west of the Holiday Inn.

Fees: There is no charge for either the seminar or parking.

Refreshments: Morning coffee and donuts and a buffet lunch will be available for purchase in the Holiday Inn dining room.

Vendor displays provide an opportunity for participants to explore new aircraft types such as sport aircraft, gliders and technically advanced aircraft and to view or purchase the latest pilot supplies. Vendor inquiries are welcome, contact Carol Para.

This seminar is sponsored by the Chicago Area Chapter Ninety-Nines, IDOT Division of Aeronautics, and the FAASTeam. For more information contact Carol Para, IDOT Division of Aeronautics and Chicago Area Chapter 99s IFR/VFR Seminar Chairman: (217) 785-4989; email: Carol.Para@Illinois.gov.

Please note that the National Association of Flight Instructors (NAFI) Professional Development Program for Flight Instructors that was announced in the last newsletter for January 30, 2015 has been cancelled.

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Illinois Department of Transportation
Division of Aeronautics



State of Illinois
Illinois Department of Transportation

www.idot.illinois.gov



Charlie Allen, President, Marshall County Airport Board; Dr. Susan Shea, Director, Division of Aeronautics; and Senator Darin LaHood at the ribbon cutting ceremony for the new runway extension at Marshall County Airport.

MESSAGE FROM THE DIRECTOR SUSAN R. SHEA, Ph.D.



Earlier this year I had the pleasure to attend the ribbon cutting ceremony for the new runway extension at the Marshall County Airport in Lacon. This has been a long awaited project and it was a great joy to finally see it become a reality. Congratulations to all of the folks that helped make this project a reality.

Congratulations also go to the Flying Salukis on their continued success in the National Intercollegiate Flying Association competitions. As an SIU alumni and the Director of the Division of Aeronautics, I take great pride in the success of this flight team.

Finally, winter seems to have arrived a bit early this year. Gene Olson from the General Wayne A. Downing Peoria International Airport came to the Transportation Improvement Program (TIPS) meeting prepared for the cold. Although the meetings were held in October, it seems Gene knew what was in store for the winter.

As the holiday season winds down, I wish you all will...

Fly High... Fly Safe... Susan Shea

FLYING SALUKIS CONTINUE WINNING TRADITION

The SIU Flying Salukis have once again come out as winners at the National Intercollegiate Flying Association (NIFA) regional competition. SIU swept all nine events Nov. 1 at the Southern Illinois Airport and Transportation Education Center to earn its seventh regional title in eight years, qualifying to compete in the NIFA national competition for the 45th time in 46 years.

The Flying Salukis earned 53 percent of all available points, finishing with 349 points. Their nearest competitor – Lewis University – scored 135 points and Purdue was the final qualifier for the national competition with 98 points.

The flight team has a new head coach this year. Under the guidance of head coach James Libuszowski the aviation team's winning tradition has not changed.

The NIFA national competition is scheduled for May 11 to 14 at The Ohio State University. More information on these events can be found on the NIFA website at nifa.aero.

The Flying Salukis have won nine national titles, including two titles in the last four years. After winning last year's national title, the Flying Salukis are targeted by top flight programs like North Dakota and Embry Riddle Aeronautical University.

NIFA was formed for the purposes of developing and advancing aviation education; to promote, encourage and foster safety in aviation; to promote and foster communications and cooperation between aviation students, educators, educational institutions and the aviation industry; and to provide an arena for collegiate aviation competition.



Steve Long, Bureau Chief of Engineering; Linda Schumm, Bureau Chief of Aviation Safety; Gene Olson, Director of Airports, General A. Wayne Downing Peoria International Airport; Dr. Susan Shea, Director, Division of Aeronautics; Lesa Schaive, Bureau Chief of Administrative Services



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Northern Illinois IA Renewal & Maintenance Seminar, Thursday, February 19, 2015

One full day of seminars will be offered, which qualify for IA renewal and AMT credit for mechanics. Pilots are welcome. Vendor exhibits will provide an opportunity to explore new products and services. Seminar topics will include "Burn Testing" by Gary Palmer, "Eddy Current Testing" by Ken Strauss, "Accident Investigation" by Doug Cunzeman, "Falcon Maintenance" by David Bollow, "MEL in Action" by Byron Heidorn, "Continental Accident Analysis" by Chris Lang, "Maintaining Grumman Aircraft" by John Sjaardema, and "Intro to UAS" by Duane Hudson.

Schedule:

Registration Opens 7:00 AM
Seminar Begins 7:50 AM
Program Ends 5:00 PM

Location: Holiday Inn Itasca, 860 W. Irving Park Road, Itasca, Illinois.

Parking: Free parking is available

Fees: There is no charge for this seminar

Vendor Information: Contact Bob Bejna (630) 543-9213, email: kb9fur@aol.com.

Sponsored by the IDOT Division of Aeronautics, FAA DuPage FSDO, and FAASTeam. For more information contact Robert Stack, FAA DuPage FSDO: (630) 443-3130, email: Robert.Stack@faa.gov or Carol Para: (217) 785-4989, email: Carol.Para@illinois.gov.

Annual Safety & IA Renewal Seminar, Thursday, March 5, 2015

One full day of seminars will be offered which qualify for IA renewal and AMT credit for aviation mechanics. Pilots and home builders are also welcome.

Schedule:

Registration Opens 7:00 AM
Seminar Begins 7:50 AM
Program Ends 5:00 PM

Location: Illinois Building at the Illinois State Fairgrounds

Parking: Free parking is available

Fees: There is no charge for this seminar

Vendor Information: Vendor space is available. Contact Carol Para.

Sponsored by the IDOT Division of Aeronautics, FAA Springfield FSDO, SPI-ASAP and the FAASTeam. For more information contact Douglas Wilson (217) 744-1910; email: Douglas.Wilson@faa.gov or Carol Para: (217) 785-4989; email: Carol.Para@Illinois.gov.

2015 Super Safety, ULTRALIGHT and LIGHT SPORT SAFETY SEMINAR, Saturday, March 7, 2015

This year, the Super Safety Seminar that usually occurs in early January will be combined with the Ultralight and Light Sport Safety Seminar. The morning sessions will feature topics of interest to both groups and the afternoon sessions will be devoted to ultralight and light sport flying. WINGS credit will be available for this program. Seminar topics will be announced in early February.

The exhibit area will feature vendor displays representing various types of recreational aircraft and accessories including fixed wing, trikes, sport plane, powered parachutes, rotorcraft, powered paragliders and ultralights. If you are interested in displaying equipment in this segment of aviation, please contact Carol Para at (217) 785-4989; email: Carol.Para@Illinois.gov.

Schedule:

Registration	08:00 - 09:00
Morning Seminars	09:00 - 12:00
Lunch	12:00 - 13:15
Afternoon Seminars	13:15 - 16:00
Vendor Exhibits	08:00 - 16:00

Location: Illinois State Fairgrounds, Illinois Building Auditorium in Springfield, Illinois.

Enter the fairgrounds from the main entrance off Sangamon Avenue. The Illinois Building is the first building on the left.

Parking: Available in the lot located just past (north of) the Illinois Building.

Fees: There is no charge for parking or admission to the seminar.

Sponsored by the IDOT Division of Aeronautics, the FAA Springfield FSDO, and the FAASTeam.



PREPARATION FOR WINTER FLYING – BEYOND THE AIRCRAFT

As cold weather sets in, some people park the airplane and head south for the winter. Others look forward to the enhanced performance and smooth air that comes with colder temperatures. These pilots take great care in preparing the aircraft, but preparation for winter flying should go beyond the aircraft to include the pilot and passengers as well.



Laurie and Elroy Hilbert bundled up for a chilly winter flight in a Luscombe.

First consider flying comfort. Many aircraft heaters are, shall we say, less than adequate. Most small aircraft derive the cabin heat from the engine heat – when the engine is cold, the cabin is cold. Once the engine warms up, there may still be a shortage of warm air. For example, older Cessnas provide little heat for backseat passengers. The ‘juice can’ air vents let in almost as much air when closed as when open. And, quite often, the windows are quite drafty. All of this can make for a very uncomfortable flight.

Your passengers will appreciate it if you warn them the flight may be chilly, and suggest they dress in layers. If they get too warm, they can always shed the extra layers. Extra blankets, or sleeping bags, in the airplane won’t add much weight, and can be wrapped around legs and feet if they become cold.

Most pilots tend to dislike heavy boots as they make it difficult to feel the rudder pedals. Instead warmer socks, layers of socks, or foot warmers can help keep those toes warm.

The next thing to consider in winter flying is the possibility of a forced landing. No one thinks it will happen, but better to be prepared. Even those short hops – a quick trip to another airport to buy fuel – could result in disaster. Imagine a forced landing where you sustained a leg injury and had to crawl to the highway or farm house – without gloves in freezing temperatures. Or it might be hiking through the field in two feet of snow wearing gym shoes. You are probably thinking ‘I would just call someone on my cell phone,’ but the phone could have been thrown during the crash or be buried in the snow.

When exposed to the elements, it doesn’t take long for frostbite to occur. At a temperature of 0°F with a 13 knot wind, frostbite can occur in as little as 30 minutes. Fingers, toes, ear lobes, and the tip of your nose are the areas most susceptible to frostbite. Add a duffle bag packed with extra gloves or mittens, socks, hats, and a facemask or scarf to your winter flight gear. It doesn’t weigh much and won’t take up a lot of space.



Wind Chill Chart



		Temperature (°F)																		
Wind (mph)		Calm	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
		5	36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63
10	34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72	-78	-84
15	32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77	-83	-89
20	30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81	-87	-93
25	29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84	-91	-97
30	28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87	-93	-99
35	28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89	-95	-101
40	27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91	-97	-103
45	26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-92	-98	-104
50	26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-59	-66	-73	-80	-87	-93	-99	-105
55	25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-53	-60	-67	-74	-81	-88	-94	-100	-106
60	25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-83	-90	-96	-102	-108

Frostbite Times 30 minutes 10 minutes 5 minutes

$$\text{Wind Chill (°F)} = 35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})$$

Where, T = Air Temperature (°F) V = Wind Speed (mph)

Effective 11/01/01

There are a few other items that should be added to your winter safety kit. Like all survival kits, water tops the list. Don’t forget to take it out of the aircraft if your aircraft is left in a cold hangar. If it freezes and the container breaks you could have a wet mess to deal with.

A signaling device is next on the list. Many aircraft are basically white and will blend in well with the snow. A simple mirror, flashlight or signal flares will draw



attention. A whistle is helpful if people are nearby but cannot see you. Of course a handheld radio can be used to direct someone to your exact location – just make sure the battery is charged.

In the event your rescue takes a bit longer, you'll want more protection from the elements. Rain gear, or even a large plastic garbage bag, will help keep the wind chill out. Granola bars or trail mix stores easily and can help stave off hunger. Fire proof matches and some combustible material, like a can of sterno, can be used to start a fire. Additional items might include hand and foot warmers, a medical kit, and a fire extinguisher. Good pilots have a backup plan for every flight. For winter operations, extra consideration should be given to your backup plan to keep you and your passengers warm and safe.

DISTRACTED DRIVING FLYING

Depending on the source you are three times (www.stoptextsstopwrecks.org/#facts) to 23 times (www.textinganddrivingsafety.com/texting-and-driving-stat) more likely to be involved in an auto accident while texting. The National Highway Traffic Safety Administration reported that in 2010 driver distraction was the cause of 18 percent of all fatal crashes (www.fcc.gov/guides/texting-while-driving).

What does this have to do with flying? Texting was found as a contributing factor in at least one aviation accident: In 2011 an EMS helicopter ran out of gas killing all on board. The pilot had been engaged in 'personal texting during safety-critical ground and flight operations' (www.nts.gov). Recently a local pilot called the Division to ask for assistance after he inadvertently crossed a hold short line while trying to program his GPS, which resulted in a contact from the local Flight Standards District Office.

No airline fatalities have been attributed to distracted flying, but many remember the airline crew who overflew their destination while working on their laptops. The FAA has taken action to prevent distracted flying. In February, 2014, the FAA issued a final rule on 'personal use of electronic devices on the flight deck.' The rule prohibits part 121 operators from using a personal

wireless communications device or laptop computer for personal use while at their duty station on the flight deck while the aircraft is being operated. This does not apply to use of these devices for a purpose directly related to the operation of the aircraft, or for emergency, safety-related, or employment related communications. New rule can be found in the Code of Federal Regulations – 121.542 (d).

General aviation pilots are also guilty of distracted flying, including texting while taxiing or flying; checking Facebook while in cruise; not to mention the many selfies taken during all aspects of flight. Even flight related activities can be causes for distraction. Glass cockpits, iPads, and other devices have lead many pilots to spend more time looking in the cockpit when they should be looking outside. In the past pilots were satisfied with holding altitude within 50 to 100 feet. Now digital readouts show altitude within 20 feet causing many pilots to fixate on holding an exact altitude. Most GPS units state they are not to be used as the sole source for navigation, yet pilots rely on the magenta line and attempt to fly the line instead of looking outside or referencing the gauges.

14 CFR 91.113 (b) says “ When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft.”

Next time you find yourself focused on what is happening on the iPad, or you are tempted to check your text messages, remember to look outside; the view is great. Isn't this one of the reasons you took up flying?



BUYING AN AIRCRAFT

The Division receives frequent calls from new aircraft owners trying to figure out just what forms need to be completed and for whom. In an effort to reduce some of the confusion, here is a summary some of the paperwork required.

There are two common FAA forms which will need to be completed: The Bill of Sale (AC 8050-1B) which is available on the FAA website, and the Aircraft Registration Application (AC 8050-1) which is only available from the FAA. Computer generated versions of the Aircraft Registration Application are not accepted by the FAA. More information on FAA requirements for aircraft sales and registration can be found on the FAA website at www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/aircraft_regn_forms.

In addition to registering your aircraft with the FAA, you must also register it with the State of Illinois. Illinois statutes require registration of federal licenses, certificates or permits of civil aircraft engaged in air navigation within the State. There are some exemptions which are listed on the Illinois Application for Registration of Federal Aircraft Certificate (AER2048). This form can be found online at www.idot.illinois.gov/home/resources/Forms-Folder/a. The registration fee is \$10/year, but the registration cycle spans two years so the fee is \$20 in even years and \$10 in odd years.

Before your Illinois aircraft registration certificate can be mailed to you, the Division is required to verify any required sales or use tax has been paid. Tax is due when an aircraft is purchased from an in or out of state dealer, lending institution, leasing company, or other retailer. Tax is also due when an aircraft is purchased from a party that is not in the business of selling aircraft at retail. The required tax form varies based on the type of purchase. You can contact the Illinois Department of Revenue at 1-800-732-8866 to obtain the correct form. For your convenience, the tax form and payment can be sent with the aircraft registration application to the Division of Aeronautics for processing.

Owning a new aircraft is a wonderful experience. It is a much more wonderful experience when the correct paperwork is completed up front. Both the Division of Aeronautics and the Department of Revenue are available to answer any of your questions when purchasing an aircraft.

CONGRATULATIONS MIKE REED AND RICK CUNNINGHAM RECIPIENTS OF THE WRIGHT BROTHERS MASTER PILOT AWARD



*Mike Reed; Rick Cunningham; David Slaybaugh,
Manager, Springfield FSDO*

Mike Reed and Rick Cunningham, both of Pekin, were each awarded the Wright Brothers Master Pilot Award. The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years.

Mike and Rick first met in the 7th grade in January, 1958, after both families had recently moved to Florida. They learned to fly together, but their careers in aviation went in different directions. Mike's was the airlines and the FAA. Rick's was general aviation and corporate. Both are retired, and now fly out of the Pekin Airport. They have remained best friends and are still flying together 50+ years later.



'TWAS THE NIGHT BEFORE CHRISTMAS AVIATION STYLE

'Twas the night before Christmas all over the place,
When we were confronted by an old flying ace.
There was icing reported and turbulent air,
He said "File me a flight plan, I gotta get there."

Outside sat his aircraft all ready to run,
And the old man walked out to that P-51.
"bad weather's no problem," he silently mumbled,
The prop came to life. . . that big Allison rumbled.

He eased in the throttle, the roar shook the ground,
He taxied on out and he turned it around.
He went through the run-up and seemed satisfied,
Then he said to himself, "I'm in for a ride."

So he lined it up straight as he poured on the coal,
The tailwheel came up as he started to roll.
Up off the runway, he sucked up the gear,
And that mighty V-12 was all you could hear.

He screamed overhead with a deafening crack,
The blue flames were flying from each shiny stack.
He pulled up the nose and started to climb,
No ice on that airframe, it didn't have time.

On top of the weather with the levers all set,
He looked up above him and saw a Lear jet.
With jet fuel and turbines there just ain't no class,
Gimmee pistons, and props and lots of avgas!

Now he was approaching where he wanted to go,
But weather had covered the runway with snow.
How will he land it? We just have to guess,
Because the only way in was a full I-L-S.

Then over the marker, he started his run,
The ceiling was zero, visibility. . . none.
Still going three hundred and he felt the need,
For an overhead break to diminish his speed.

Over the numbers he zoomed, along like a flash,
Pulled into his break, we just knew he would crash.
Oh, why do they do it on these kinda nights??
Then over the threshold, we saw landing lights.

"I'm on a short final with three in the green,
And I see enough runway to land this machine."
Then he tied down that Mustang, and they all hear him say..
"Next year, I'm stickin' with my reindeer and sleigh."

OUR NEW YEARS' WISHES

The Bureau of Aviation Safety wishes all of you the best in the New Year. Before 2014 wound down, we collaborated to determine what our New Years' wishes would be:

- ➔ I wish fuel prices would stay down – at least I could save money driving to the airport.
- ➔ I wish pilots would set personal minimums and really stick to them.
- ➔ I wish more people would come out and hang out at the airport like the old days.
- ➔ I wish for pilots to fly into an Illinois airport they have not been to before – if you've been to all of them, let us know!
- ➔ I wish we had more people learning to fly.
- ➔ I wish everyone blue skies and tailwinds.
- ➔ I wish pilots would remember why they learned to fly. Remember the joy and the awe you experience in flight - It is a gift.

NATIONAL TRANSPORTATION SAFETY BOARD RULES THAT DRONES ARE AIRCRAFT AND ARE SUBJECT TO FAA RULES

A National Transportation Safety Board (NTSB) judge recently ruled that the existing definition of aircraft – a machine capable of flight in the air – includes drones.

Currently most drones are covered by FAA Advisory Circular 91-57, Model Aircraft Operating Standards. However, the FAA is working on proposed rules for drones which are to be ready by the end of this year.

The NTSB ruling means the FAA can take action against drone operators who do not adhere to standards set forth in the Advisory Circular. In addition, the FAA has the authority to take enforcement action against anyone who operates a drone in a careless or reckless manner.

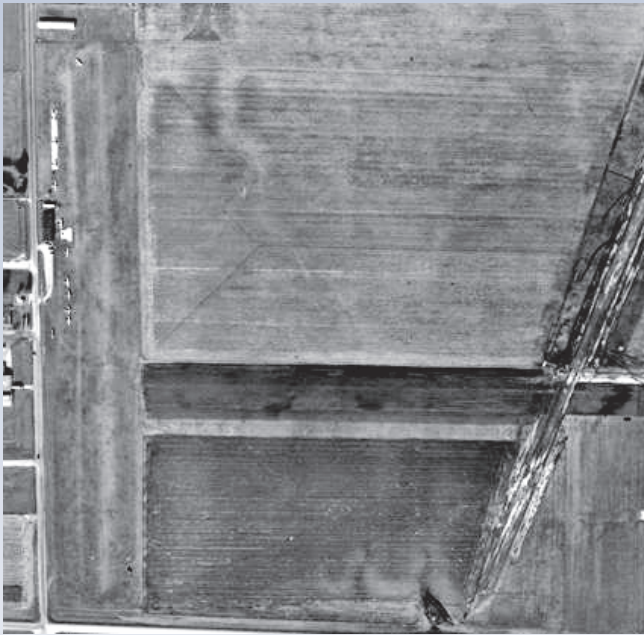


TRIVIA

NAME THAT AIRPORT

The last "Name that Airport" column drew many correct answers, as well as some great reminiscing. The correct answer was Galt Airport - called the "greatest little privately owned airport in the world" and "a great place to fly in and out of" by a couple of our readers. The correct year was 2014.

Nick Heinz, Timothy Kramer, George Rigert, Marty Seitz, Dale Schmitt, Sean Statton and Walter Weidig had both the airport and the year correct. Many other readers guessed the correct airport, but not the correct year. Timothy Kramer noted he started flying lessons at Galt by in 1985. His father learned to fly there, and kept his airplane there until the late '70s.



Do you know the name of the airport shown in this picture and the approximate timeframe when the picture was taken? If so, send an e-mail to DOT.aero@illinois.gov so we can congratulate you. Those who provide the correct answer will have their names published (with permission), along with the correct answer, in the Spring 2015 edition of Illinois Aviation.



BE THE FIRST TO KNOW – USE AIRMAIL

AirMail is the electronic version of the Illinois Aviation newsletter. To sign up for AirMail, go to www.idot.illinois.gov/about-idot/stay-connected/subscription-services/index.

2015 CALENDAR OF EVENTS

JANUARY

January 31, 8:30AM – 3:00PM

Chicago Aviation Expo: IFR/VFR and Companions Program*

Holiday Inn Itasca, Itasca, IL

Carol Para (217) 785-4989 Carol.Para@Illinois.gov

FEBRUARY

February 19, 7:00AM – 5:00PM

Northern Illinois IA Renewal and Maintenance Seminar

Holiday Inn Itasca, Itasca, IL

Robert Stack (630) 443-3130 Robert.Stack@faa.gov

Carol Para (217) 785-4989 Carol.Para@Illinois.gov

MARCH

March 5, 7:00AM – 5:00PM

Annual Safety and (IA) Renewal Seminar

Illinois State Fairgrounds, Illinois Building Auditorium, Springfield, IL

Douglas Wilson (217) 744-1910 Douglas.Wilson@faa.gov

Carol Para (217) 785-4989 Carol.Para@Illinois.gov

March 7, 8:00AM – 4:00PM

2015 Super Safety, Ultralight and Light Sport Safety Seminar*

Illinois State Fairgrounds, Illinois Building Auditorium, Springfield, IL

Carol Para (217) 785-4989 Carol.Para@Illinois.gov

MAY

May 17, 7:30AM – 11:00AM

Fulton County Flying Club's Annual Fly-In

Canton Ingersoll Airport, Canton, IL

Ted Lambasio (309) 647-2072

NOVEMBER

November 13-14, 8:30 am – 5:30 pm

Biennial Flight Instructor Refresher Clinic*

Parke Hotel and Conference Center, Bloomington, IL

Linda Schumm (217) 785-4215

Linda.Schumm@Illinois.gov

** These Seminars qualify for WINGS Credit*